AMENDMENTS TO THE SPECIFICATION

Page 4, paragraph [0011]:

[0011]

Moreover, the method, as disclosed in the translated National Publication of Patent Application No. 2002-512575 ~~Patent Document 2~~, in which shapes of side surfaces of ribs are varied along a circumferential direction, has a following problem. In some cases, the method is effective to a certain extent not only for suppressing the uneven wear caused by a force applied from the circumferential direction to a heavy duty pneumatic tire, but also, as a consequence, for suppressing the uneven wear caused by a force being laterally applied thereto. However, in general, since the shapes of the side surface of the ribs are varied along the circumferential direction, effective groove areas of the circumferential grooves are reduced. For this reason, the drainage performance as described above is impaired and the wet performance is hence deteriorated. Accordingly, when heavy duty pneumatic tires having such features as described above are mounted on a steering shaft, it is clearly shown up that the driving stability is deteriorated, and therefore it has been a serious problem.

Page 9, paragraph [0023]:

[0023]

In a case of a method in which the groove deepest portion are varied along the circumferential direction in the width direction in addition to inclining of the side surface of the shoulder rib, for example, the method as disclosed in the translated National Publication of Patent Application No. 2002-512575 ~~above-mentioned Patent Document 2~~, shapes of side surfaces of the shoulder rib and a second rib are varied in a sine pattern along the circumferential direction when viewed from above, the deformation of the groove bottom surface of the circumferential groove is suppressed, and therefore an effect of suppressing the deformation of the side surface of the shoulder rib can be enhanced.

Page 12, paragraph [0032]:

[0032]

Furthermore, it is preferable for the pneumatic tires in the first[[,]] and second~~, and third~~ features that the depth direction position are varied in such a way that the closer the position of the groove deepest portion is to the land portion, the closer the depth direction position is to the tread surface.

Pages 14-15, paragraph [0038]:

[0038]

The circumferential grooves 31 are straight grooves which are disposed along a circumferential direction of the tread TR10 in parallel or approximately parallel with the tire equator line CL. In addition, as shown in Fig. 2(b), a cross-section of the circumferential groove 31 has a shape that tapers off toward a bottom surface of the grooves. Note that the circumferential grooves 31 are equal to those which are disposed on a tread TR1 of a conventional heavy duty pneumatic tire shown in Fig. 1(c). As shown in Fig. 1(c), the groove deepest portion of the circumferential grooves 31 are 15.5 mm in depth, and angles formed by perpendicular lines P being perpendicular to a surface of the tread TR1 and ~~a bottom surface~~ side walls of the circumferential groove 31 are set to 13°.

Page 25, paragraph [0070]:

[0070]

In addition, Figs. 5(b) and [[5(C)]] 5(c) are cross-sectional views, respectively taken along lines E1-E1′ and E2-E2′. As shown in Fig. 5(b), in a cross-section of the circumferential groove 34 taken along the line E1-E1′, a depth direction position on a side of the shoulder ribs 11 is set to 2 mm from a surface of the tread TR11. Meanwhile, a depth direction position on a side of the second ribs 12 is set to be located almost on

the surface of the tread TR11. Furthermore, in the cross-section of the circumferential groove 34 taken along the line E1-E1', $\alpha 1$ and $\alpha 2$ are set to 43° and 5°, respectively.

Pages 25-26, paragraph [0071]:

[0071]

As shown in Fig. 5(c), in a cross-section of the circumferential groove 34 taken along the line E2-E2', the depth direction position on the side of the shoulder ribs 11 is set to be located almost on the surface of the tread TR11. Meanwhile, the depth direction position on the side of the second ribs 12 is set to 2 mm from the surface of the tread TR11. In the cross-section of the circumferential groove 34 taken along the line E2-E2', $\alpha 1$ and $\alpha 2$ are set to 5° and 43°, respectively. In Figs. 5(b) and 5(c), the depth of the groove deepest portion [[33btm]] <u>34btm</u> is set to 15.5 mm. In addition, in Figs. 5(b) and 5(c), the width of the circumferential groove 34 is set to 16.0 mm.